

State of California
AIR RESOURCES BOARD

Summary of Board Meeting
January 22, 2004

California Air Resources Board
Auditorium, Second Floor
1001 I Street
Sacramento, California

MEMBERS PRESENT: Hons. Alan C. Lloyd, Ph.D., Chairman
Dr. William A. Burke
Joseph C. Calhoun, P.E.
Doreen D'Adamo
Mark DeSaulnier
C. Hugh Friedman
Matthew R. McKinnon
Barbara Patrick
Barbara Riordan
Ron Roberts

AGENDA ITEM #

04-1-1: Public Meeting to Consider the State of the State Air Quality Update

SUMMARY OF AGENDA ITEM:

Staff presented a status report on the State of the State's Air Quality. The staff presentation covered progress that has been achieved over the last decade toward attainment of the federal and State standards for ozone and particulate matter, as well as the reduction in exposure to toxic air contaminants.

Since 1990, emissions have decreased between 20% and 40%, while population and vehicle travel have continued to grow. These reductions have resulted in significantly improved air quality and are due to our comprehensive emission control programs. Since 1990, six new areas now attain the federal 1-hour ozone standard, and approximately 15 million Californian's now live in areas that attain that standard. Also, during this same timeframe, four new areas met the federal PM10 standards.

Areas that have not yet attained the federal 1-hour ozone and PM10 standards have also seen significant progress, particularly in the reduction in the number of days that these standards are exceeded. For example, the number of days in which the federal 1-hour ozone standard was exceeded in the South Coast has declined by approximately 70% since 1990.

The staff also presented an analysis of the 2003 ozone season in the South Coast to highlight how emissions and weather impact ozone concentrations. The South Coast experienced an increase in the number of days in which the federal 1-hour ozone standard was exceeded in 2003. During this same period, the South Coast had uncommonly severe weather that has the greatest potential to form ozone. However, ARB staff analysis indicated that the 2003 ozone season would have been much more severe, had not emission reductions been steadily declining.

Toxic air contaminants have also declined considerably since 1990. Diesel Particulate Matter, the largest contributor to cancer risk from toxic air contaminants in urban areas, has been reduced by 50% over the last decade. Other toxic air pollutants such as 1,3-butadiene and benzene have been reduced 50% and 75%, respectively.

Challenges in meeting the new federal ozone and particulate matter standards, as well as California's more health protective State standards, still remain. Because these new standards are more health protective, they will require additional emission reductions over the next decade. However, the progress that we have made over the last decade towards statewide attainment of the 1-hour ozone and PM10 standards has also contributed towards progress on the more stringent standards.

ORAL TESTIMONY: None

FORMAL BOARD ACTION: None

RESPONSIBLE DIVISION: Planning & Technical Support Division

STAFF REPORT: No

04-1-2: Public Meeting to Consider a Health Update on the Asian Continental Aerosol Plume: Impacts on California

SUMMARY OF AGENDA ITEM:

Recent research by ARB staff has identified PM from Asia as a major component of "background" PM in California. The Asian material is partially natural (dust from Takla Makan and Gobi deserts) and partially anthropogenic (smoke, dust, sulfates, etc.). During spring and summer, PM from Asia makes up over 60 percent of the PM₁₀ mass and more than 80 percent of the PM_{2.5} mass at remote high-altitude sites. Current mean concentrations are about 1/4 of the California PM₁₀ and PM_{2.5} annual standards. The Asian impacts are strongest at elevations above about 2000 feet; the impacts are less frequent in the populated lowland areas where most Californians live. Asian pollutants do not appear to contribute to high concentration events. Because Asian PM is a significant contributor to PM at remote high-altitude sites, it needs to be considered in regional haze PM control programs. The flux of Asian PM is subject to change due to climate change and rapid economic development in Asia. ARB will continue to study this problem to provide "early warning" of significant increases in Asian impact in California.

ORAL TESTIMONY: None

FORMAL BOARD ACTION: None

RESPONSIBLE DIVISION: Research Division

STAFF REPORT: No

04-1-3: Public Meeting to Consider Research Proposals

SUMMARY OF AGENDA ITEM:

Staff recommended approval of the following contracts:

1. Proposal No. 2546-233, entitled, "Air Pollution and Cardiovascular Disease in the California Teachers Study Cohort," submitted by the State of California, Department of Health Services, for a total amount not to exceed \$188,536.
2. Proposal No. 2545-233, entitled, "Determination of Reactive Oxygen Species Activity in PM and Enhanced Exposure Assessment for the NIH, NIEHS Study Entitled: Ultrafine Particulate Matter and Cardiorespiratory Health," submitted by

the University of California, Irvine, for a total amount not to exceed \$175,000.

3. Proposal No. 2547-233, entitled, "Survey of Ventilation Practices and Housing Characteristics in New California Homes," submitted by the University of California, Berkeley, Survey Research Center, for a total amount not to exceed \$445,864.
4. Proposal No. 2544-233, entitled, "Hourly, In-Situ Quantification of Organic Aerosol Marker Compounds," submitted by the University of California, Berkeley, for a total amount not to exceed \$269,330.

ORAL TESTIMONY: None

FORMAL BOARD ACTION:

The Board approved resolutions 04-1 through 04-4 by a unanimous vote.

RESPONSIBLE DIVISION: Research Division

STAFF REPORT: No

04-1-4: Public Hearing to Consider Amendments to Regulations for the Availability of California Motor Vehicle Service Information

SUMMARY OF AGENDA ITEM

The staff proposed adoption of amendments to California Code of Regulations, title 13, chapter 1, Motor Vehicle Pollution Control Devices, Article 2 – Approval of Motor Vehicle Control Devices (New Vehicles); Section 1969, Motor Vehicle Service Information – 1994 and Subsequent Model Passenger Cars, Light-Duty and Medium-Duty Vehicles.

The service information regulation was originally approved by the Board on December 13, 2001, in response to Senate Bill (SB) 1146. Its main purpose is to provide independent service facilities and aftermarket part companies the opportunity to purchase the same types of emission-related service information and diagnostic tools that are routinely available to franchised dealerships. Such information and tools are used extensively to repair emission-related problems detected by vehicle on-board diagnostic (OBD) systems.

The staff proposed amendments to the regulation to address an outstanding issue identified at the December 2001 Board Hearing and other minor issues that have come to light during the regulation's implementation. Amendments were proposed to address future service information needs in anticipation of new requirements that will expand the use of OBD systems to heavy-duty vehicles.

Immobilizer Anti-Theft System Information. The staff proposed an amendment that would require vehicle manufacturers to develop immobilizer reinitialization service procedures that rely on commonly available diagnostic tool platforms and hardware. This requirement, currently included in federal service information regulations, will minimize the cost of equipment that must be purchased by service technicians to carry out emission-related repairs that involve replacement or reinitialization of the on-board computer. The procedures can also be adapted by on-board computer remanufacturers to facilitate secure testing of remanufactured computers, allowing these businesses to continue supplying lower cost replacement computers to California vehicle owners. The Board directed the staff in December of 2001, to work with stakeholders towards this goal.

Heavy-Duty Vehicle Service Information. The staff proposed to expand the applicability of the service information requirements to include heavy-duty vehicles once these vehicles become subject to OBD requirements. Better availability of service information and tools for heavy-duty vehicles will help independent service technicians better identify and repair emission-related malfunctions.

Other Amendments. Minor revisions to the regulatory language were proposed to update references to incorporated documents, harmonize California's requirements more closely with the U.S. EPA's regulation, and to provide for more effective enforcement of the regulation.

In adopting the amendments, the Board directed the staff to investigate issues of liability with respect to the availability of heavy-duty vehicle diagnostic and repair equipment to independent service providers. The Board also directed the staff to work with vehicle manufacturers and on-board computer rebuilders to further ensure that identified solutions for bench testing remanufactured on-board computers can be effectively implemented.

ORAL TESTIMONY:

Aaron Lowe – Automotive Aftermarket Industry Association

John Cabral – Blue Streak Electronics
Lisa Stegink – Engine Manufacturers Association
John Cabaniss – Association of international Automobile
Manufacturers
John Trajnowski – Ford Motor Company
Frank Krich – DaimlerChrysler
David Raney – Honda
Dave Ferris – General Motors

FORMAL BOARD ACTION:

The Board approved the resolution #04-5 with a unanimous vote.

RESPONSIBLE DIVISION: Mobile Source Operations Division

STAFF REPORT: Yes

04-1-5: Public Hearing to Consider Proposed Amendments to the Area Designation Criteria and Area Designations for State Ambient Air Quality Standards

SUMMARY OF AGENDA ITEM:

The staff recommended that the Air Resources Board (Board) approve proposed amendments to two regulations: (1) the area designation criteria and (2) the area designations for State standards. The designation criteria changes add PM2.5 to the list of regional pollutants designated by air basin and make additional minor modifications. The area designation changes include first-time designations for the State PM2.5 standard and new attainment areas for the State ozone and sulfates standards.

State law requires the Board to establish and periodically review criteria for making area designations for State standards. The Board adopted a new State standard for PM2.5 in June 2002, and this standard became effective in July 2003. Because this is a new standard, the criteria do not specify a size for the PM2.5 area designations. The criteria distinguish between regional and more localized pollutants in terms of the size of the designated area. Since PM2.5 can have a regional impact, similar to ozone and PM10, the Board approved adding PM2.5 to the list of pollutants designated by air basin. However, the Board can designate a smaller area, if justified. The Board also approved minor changes that clarify and provide for consistency throughout the existing designation criteria.

State law requires the Board to annually review the area designations for California. Areas are designated as attainment, nonattainment, nonattainment-transitional, or unclassified with respect to the State standards. Area designations are based on the most recently available three calendar years of complete and validated air quality data. This year's area designations were based on data collected during 2000 through 2002.

Based on these data, the Board approved the staff's proposal to make first time PM_{2.5} designations for all areas of the State. Lake County was the only area designated as attainment. All of California's major urban areas were designated as nonattainment, as were several non-urban areas. In addition, the Board designated a number of areas as unclassified because of limited data.

In addition to PM_{2.5}, the Board approved staff's recommendation to redesignate several areas for ozone, CO, and sulfates. The Board approved two new ozone attainment areas: San Luis Obispo County and the portion of Sonoma County within the North Coast Air Basin. The Board also approved redesignating the Los Angeles County portion of the South Coast Air Basin as nonattainment-transitional for CO and the portion of the Searles Valley Planning Area located in San Bernardino County as attainment for sulfates.

The Board heard testimony from the Air Pollution Control Officers (APCO) from both new ozone attainment areas: San Luis Obispo County and the portion of Sonoma County in the North Coast Air Basin. Both APCOs acknowledged the progress made in their areas. They also urged the Board to continue supporting programs aimed at reducing emissions because these programs are crucial to continued progress throughout the State.

ORAL TESTIMONY:

Larry Allen - San Luis Obispo County Air Pollution Control District
Barbara Lee -Northern Sonoma County Air Pollution Control District

FORMAL BOARD ACTION:

The Board approved resolution #04-6 by a unanimous vote.

RESPONSIBLE DIVISION: Planning & Technical Support Division

STAFF REPORT: Yes